AIR RONGE

BASIC PLANNING STATEMENT

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March 1985

CONTENTS

1. INTRODUCTION 1

2. LEGAL BASIS 3

2.1 Severability

3. GENERAL GOALS 4

4. DEVELOPMENT OBJECTIVES AND POLICIES 5

4.1 Administration
4.2 Regional Situation
4.3 Residential
4.4 Commercial
4.5 Industry
4.6 Parks and Recreation
4.7 Health
4.8 Education
4.9 Circulation
4.10 Environment

5. DEVELOPMENT CONCEPT 19

6. IMPLEMENTATION 22

6.1 Zoning Bylaw
6.2 Capital Works Program
6.3 Subdivision Approval
6.4 Dedicated Lands

7. ZONING BYLAW OBJECTIVES 27

8. AMENDMENT 28

1. INTRODUCTION

The Northern Village of Air Ronge is a community in transition. Gone are the 'rough-and-ready' days of the northern resource boom with its associated massive growth in population and commercial development. Yet to come are the days of stable, diversified economic growth.

Further, Air Ronge continues to be in a unique geographic situation at the gateway to the north and in close proximity to two much larger communities: the Town of La Ronge and the La Ronge Indian Reserves. Thus Air Ronge finds itself in a potentially competitive situation with these two communities (predominantly the former) for the now more limited opportunities to benefit from regional development initiatives.

In 1978, a community planning study was undertaken for Air Ronge. At that time, the major community issues related to the need to upgrade municipal infrastructure and expand development capability to accommodate the pressures being exerted by the rapidly increasing commercial, service and population base. In the ensuing years, development demands have dropped off sharply and the regional growth rate has correspondingly decreased. Today, Air Ronge is left with a major supply of serviced and serviceable commercial, industrial and residential land, as well as new and different concerns and issues which the Village must address.

With this changing situation, and with the enactment of new planning legislation in Saskatchewan in 1984, Village Council has undertaken to deal with this new set of issues and concerns that have arisen since the adoption of its Municipal Development Plan in 1980 and to bring its municipal planning bylaws into line with the new Planning and Development Act, through the establishment of new policy guidelines and subsequent development controls. As a result, Council will be better equipped to deal with the most pressing land use and development issues that exist today and to provide for the orderly, beneficial growth of the Village.

This document, the Air Ronge Basic Planning Statement, is but one of three volumes resulting from the community planning study of 1984/85. A background document, containing information relating to the natural and human resources of the Village, existing socio-economic development, community needs, aspirations and attitudes, and regional development conditions and opportunities, is a useful reference for understanding the rationale for many of the objectives, policies and recommendations set out here. Subsequently, the Village shall adopt a zoning bylaw, which will be the major tool for implementing the Basic Planning Statement.

The time frame for this plan is five years, after which a major review should be held to determine the appropriate direction at that time. In the interim, however, this document and the formalization of policy for Air Ronge will ensure that future growth takes place in an orderly, beneficial and desired manner.

2. LEGAL BASIS

A Basic Planning Statement is a public document to be used as an official policy guide to assist local and other government officials in managing future development within a municipality. The Planning and Development Act (1984), Sections 39 and 40, gives the municipality the authority to have a Basic Planning Statement prepared. Section 42 stipulates that a Basic Planning Statement is required to:

a. Contain a statement of the objectives for the future development of the municipality.

b. Contain a statement of objectives to be accomplished by a zoning bylaw.

c. Incorporate, insofar as is practical, any applicable provincial land use policies.

d. Be based on any studies and surveys that the Minister may require or that may otherwise be appropriate.

e. Address any other matter that the Council considers advisable.

Section 50 indicates that the Basic Planning Statement has a binding effect upon the municipality in that no development shall be carried out that is contrary to the Basic Planning Statement. However, the adoption of a Basic Planning Statement does not commit any person, group or agency (including the municipality) to undertake any of the projects outlined or proposed in the statement.

2.1 SEVERABILITY

Pursuant to Section 43 of The Planning and Development Act (1984), if any section or provision of this Basic Planning Statement is for any reason declared by a court of competent jurisdiction to be invalid or inoperative, the same shall not affect the validity of this bylaw as a whole, or any part thereof, other than the section or provision so declared to be invalid.

3. GENERAL GOALS

1. To provide for the orderly development of Air Ronge.
2. To promote development while minimizing any detrimental social, economic and environmental impacts.
3. To set out desired policy direction for Air Ronge.
4. To anticipate and set out future land requirements for a variety of uses.

4. DEVELOPMENT OBJECTIVES AND POLICIES

4.1 ADMINISTRATION

4.1.1 Concerns

a. Presently, serviced commercial and industrial lots in the Village are being sold with an additional charge (on front foot basis) to cover the costs of sewer and water servicing. Unsold lots are accruing interest (based on prime rates) which, over time, could see such lots becoming less and less marketable.

b. In the past, decisions affecting development in the region, and thus (at least indirectly) Air Ronge, have been made without adequate consultation of Village Council.

c. Strong community opinion favours the establishment of an autonomous Village fire fighting service.

d. The Village is involved in cost-sharing arrangements with the Town of La Ronge, in which the benefits of such arrangements are not perceived to justify the costs.

4.1.2 Objectives

a. To ensure that Air Ronge has a suitable land base to respond, in a properly planned and co-ordinated fashion, to future development pressures.

b. To have appropriate mechanisms in place to allow adequate and substantive involvement of Village Council in regional land use and development decisions.

c. To develop policies and procedures which will encourage purchase (or other form of transfer) of commercial and industrial lands.

d. To provide fire fighting services which best combine level of protection, speed of response and costs of operation.

e. To up-date and adopt the Village's long term development planning framework.

f. To continue co-operative and cost sharing efforts with La Ronge in those programs and services where such co-operation is to the benefit of the Village.

4.1.3 Policies

a. Air Ronge endorses the concept of a district or regional land use and planning body provided that the Village has adequate representation on such a body and adequate participation in regional or district planning and decision-making.

b. To encourage disposition of serviced commercial and industrial lots, the Village shall follow the following policies and procedures:

i. Land prices shall continue to be set by the Village in relationship to fair market value.

ii. Frontage charges for sewer, water and other municipal services shall continue to be quoted separately from land price and be identified as a flat charge per front metre, payable in a lump sum upon purchase of a lot or over a ten-year period, starting at the date of purchase of the lot, at an interest-rate of prime plus two per cent, and such interest shall also be charged starting at the date of purchase of the lot.

iii. The Village shall offer, as an option, certain lots (that shall be, from time to time, designated by Council) on a lease-purchase basis, with the lease based upon fair market value, and with the full proceeds of the lease payments being applicable to the purchase of the lot at the expiry of the lease (and at the price at which the lot was available for sale at the time the lot was leased). Cancellation of any such lease-purchase agreement by either party prior to expiry shall result in forfeiture of all lease payments made to the time of cancellation.

iv. Frontage charges for sewer, water and other municipal services to any lot covered under a lease-purchase agreement shall be administered as if such lot were simply purchased.

v. On any lot for which a lease-purchase agreement has been signed, the lessee shall be bound to the terms of a development agreement as if such lot were simply purchased.

c. The Village of Air Ronge will continue to provide fire protection service through joint arrangements with the Town of la Ronge volunteer fire department. Further, the Village will work together with the Town of la Ronge and the Provincial Fire Inspector to upgrade fire protection services by:

i. Identifying and implementing measures to reduce response time, assure an adequate fire-fighting force on a 24-hour basis and maintain good communications between the fire department, municipal officials and village residents.

ii. Locating (if feasible) a fire department 'sub-station' in Air Ronge.

d. Air Ronge will apply all bylaws and regulations pertaining to this Basic Planning Statement equally in all situations.

e. Air Ronge will work co-operatively with the Town of la Ronge and the Department of Culture and Recreation to formalize:

i. The proportionate representation of the Village with respect to planning, management and operations of the Uniplex.

ii. The appropriate relative contribution of the Village to the annual operating deficits of the Uniplex after 1987.

f. The Village will request that all Crown Land in the area added to the municipality through recent boundary extension (including all leases) be turned over to the Village of Air Ronge.

4.2 REGIONAL SITUATION

4.2.1 Concerns

a. The Air Ronge/La Ronge area is playing, and will continue to play, an important role as a major service centre for northern Saskatchewan. Expansion of this role will, however, be dependent upon continued northern resource development and production and expansion of the tourism industry in the north.

b. Air Ronge is in a comparatively advantageous position to attract industrial, commercial and tourism development (relative to La Ronge), because of land availability and prices (both serviced and unserviced), lower service costs than the Town and lower property taxes. In addition, Air Ronge is located directly on the route of any land based travellers headed north into La Ronge or south out of the town (i.e. it is the 'gateway' to La Ronge and the north).

c. Air Ronge, despite this advantageous position, it still functioning primarily as a dormitory community for La Ronge.

4.2.2 Objectives

a. To attract commercial, industrial and tourism development that would service regional needs.

4.2.3 Policies

a. A portion of revenues generated from the sale and leasing of industrial and commercial lands in the Village or a portion of the interest earned by Village reserve funds (to be set, from time to time, by Council) shall be used for the purposes of promoting Air Ronge as a centre for development related to resource-based service industries, mining, forestry, other resource extraction industries and tourism.

4.3 RESIDENTIAL

4.3.1 Concerns

a. Presently, 63 serviced residential lots are vacant in Air Ronge and a further 89 unserviced residential lots have been surveyed but undeveloped. In addition, 21 vacant mobile home lots have been partially serviced (road and power, but no sewer and water).

b. Air Ronge has been, and will continue as, a preferred area for establishing residence in the La Ronge/Air Ronge area.

c. Much of Air Ronge is not suitable for residential development due to high water tables, poor drainage and/or unsuitable soil condition.

4.3.2 Objectives

a. To provide for future residential development.

b. To ensure that new residential areas are not opened for development until low lot vacancy rates indicate that new areas will be developed relatively soon after servicing.

c. To ensure that a wide range of residential development opportunities exist for Air Ronge residents.

d. To promote the development of residential areas upon environmentally suitable land.

4.3.3 Policies

a. Mobile home subdivisions will continue to be viewed as an integral component of residential development in the Village, and sufficient areas will be designated for development of mobile home subdivisions. Mobile homes will not be permitted in permanent-unit residential areas. Similarly, permanent dwelling units will not be permitted in mobile home residential areas.

b. Multiple-unit housing is also viewed as an appropriate component of residential development in Air Ronge, and opportunities will be provided for such development, either in association with, or separate from, single unit housing areas. Where possible, multiple-unit housing will be directed to locations adjacent to core facilities, schools, playgrounds or arterial roads. Two-unit and multiple unit housing will be considered, and approved at the discretion of Council, in single-unit housing areas.

c. Rural residential development is an appropriate component of the residential program in Air Ronge, but such development will be supported by Council only when:

   i. It is located at sufficient distance from higher density residential or other development areas to prevent conflict with future urban growth.

   ii. Relative efficiency of servicing can be accomplished with respect to road maintenance, snow clearing, solid waste and sewage disposal, police and fire protection.

   iii. The school board provides favourable comments with respect to the provision of schools and/or school bus routes.

d. For all residential types, additional subdivision development will not be supported by Council until the residential lot vacancy rate falls below fifteen (15) per cent, except where Council deems that a sufficiently wide cross-section of lot types or dwelling unit types is not presently available. In such cases, Council may support additional subdivision development to ensure availability of an adequate range of lot types or dwelling unit types. For purposes of calculation, the vacancy rate shall be determined by calculating the total number of residential lots not built upon or held by separate title, expressed as a percentage of the total number of individual separately - registered residential lots within the corporate limits of the Village.

e. Residential development shall occur on the following priority basis:

   i. Infill development of existing serviced residential lots east of Highway 2 and, for mobile homes, infill development of subdivided lots west of Vickers Drive and south of Cessna Street West.

   ii. If as and when required, development north of Cessna Street West and, for mobile homes, south of the existing mobile home subdivision to Norseman Street West.

f. Residential development shall not occur on lots to which municipal services have not been provided and for which provisions for school bussing have not been made.

g. Council will publicize the methods of financing, grant programs and other assistance available for housing repair and rehabilitation.

h. Council will encourage residential lot clean-up and landscaping to create and maintain pleasant residential neighbourhoods.

i. Developers of residential areas involving subdivision approval will be required to enter into a servicing agreement with the Village regarding the provision of off-site and on-site services and amenities.

j. Any purchaser of a Village-owned residential lot shall have a conforming dwelling constructed on such lot within a time period to be specified by Council.

4.4 COMMERCIAL

4.4.1 Concerns

a. Stores in the Town of La Ronge receive most of the shopping dollars from Air Ronge residents for daily needs.

b. Prince Albert is the source of most major items purchased by Air Ronge residents.

c. The majority of Village residents are desirous of having more shopping opportunities in Air Ronge, especially major grocery/Co-op style stores.

d. Air Ronge's situation on the major highway into the north offers significant potential for commercial development capitalizing on tourism and related activities.

e. There is a major visual image problem related to development along Highway No. 2. At present, the image of Air Ronge is not particularly attractive to tourists or other travellers, or to businesses looking to service such clientele.

4.4.2 Objectives

a. To add to the range and number of shopping opportunities that have developed in Air Ronge since 1978.

b. To continue toward the development of a viable commercial core in the Village.

c. To promote Air Ronge as an attractive location for commercial development catering to travellers' and tourists' needs.

d. To up-grade the visual image of those portions of the community adjacent to Highway 2.

4.4.3 Policies

a. Council shall encourage commercial development in Air Ronge through the policies and procedures regarding disposition of serviced commercial and industrial lots in Section 4.1: Administration (Policy 'b') and through the policy pertaining to promotion of Air Ronge as a centre for commercial and industrial development in Section 4.2: Regional Situation (Policy 'a').

b. Future commercial development will be directed to the central commercial core area along Highway 2. Local convenience stores shall be considered, and approved at the discretion of Council, in residential areas.

c. The Village of Air Ronge shall pursue the development of a shopping centre in the commercial core.

d. Council shall require that all commercial developments meet minimum site development and landscaping requirements to improve the visual image of the Village commercial area.

e. Additional commercial subdivision development will not be supported by Council until the commercial lot vacancy rate falls below twenty (20) per cent, except where Council deems that a sufficiently wide cross-section of lot types is not available. In such cases, Council may support additional subdivision development to ensure availability of an adequate range of lot types. For purposes of calculation, the vacancy rate shall be determined by calculating the total number of commercial lots not built upon or held by separate title, expressed as a percentage of the total number of individual separately - registered commercial lots within the corporate limits of the Village.

f. Developers of commercial areas involving subdivision approval will be required to enter into a servicing agreement with the Village regarding the provision of off-site and on-site services.

4.5 INDUSTRY

4.5.1 Concerns

a. Many of the government and private industrial activities along Highway 2 are an eyesore to passers-by, residents and tourists.

b. Industrial activity not requiring direct highway access is taking up valuable highway frontage.

c. Industrial development in Air Ronge since 1978 has not kept pace with growth in the residential sector.

d. There is considerable potential for increased demands for supplies and services to the mining industry and to attract local offices for mining operations.

e. Forestry and logging operations are anticipated to increase substantially in the Air Ronge region, with potential for involvement of small operators in dimension lumber production over the next five to eight years.

4.5.2 Objectives

a. To promote Air Ronge as an employment centre as well as a pleasant residential community.

b. To encourage the development of certain types of industrial activity which by their nature are not aesthetically compatible with tourism or other development only in specified areas where their visibility is minimized.

c. To take full advantage of regional and resource based industrial development opportunities.

4.5.3 Policies

a. Council shall encourage industrial development in Air Ronge through the policies and procedures regarding disposition of serviced commercial and industrial lots in Section 4.1: Administration (Policy 'b') and through the policy pertaining to promotion of Air Ronge as a centre for commercial and industrial development in Section 4.2: Regional Situation (Policy 'a').

b. Future industrial development will be directed into industrial areas that do not front on Highway 2. Existing industrial users along Highway 2 in the commercial core will be encouraged to relocate into designated industrial development areas.

c. Additional industrial subdivision development will not be supported by Council until the industrial lot vacancy rate falls below twenty (20) per cent, except where Council deems that a sufficiently wide cross-section of lot types is not available. In such cases, Council may support additional subdivision development to ensure availability of an adequate range of lot types. For purposes of calculation the vacancy rate shall be determined by calculating the total number of industrial lots not built upon or held by separate title, expressed as a percentage of the total number of individual, separately-registered industrial lots within the corporate limits of the Village.

d. Adequate buffer zones will be provided to minimize conflict between industrial areas and other uses.

e. Developers of industrial areas involving subdivision approval will be required to enter into a servicing agreement with the municipality regarding the provision of off-site and on-site services.

4.6 PARKS AND RECREATION

4.6.1 Concerns

a. Although considerable progress has been made in the development of recreation facilities for children since 1978, there is still some shortfall in the quantity of all types of desired recreation facilities in the Village and, with future growth west of Highway 2, there will be an inequitable distribution of such facilities.

b. The recent development of lakeshore park facilities, lake access and docking has proven very popular and there is a demand for expansion of these facilities.

c. The largest portion of Village Parks and Recreation dollars goes toward paying the Village's share of operating costs of the La Ronge Uniplex, thus leaving little funding for operation of other Village recreation programs or facilities.

4.6.2 Objectives

a. To continue in the development of an integrated active and passive open space and park system in Air Ronge.

b. To ensure that all future development provides for the evaluation of open space needs.

c. Where possible, to offset operating costs of recreation programs and facilities through the levying of user fees.

4.6.3 Policies

a. In co-operation with adjacent landowners and the Department of Highways, the Village will initiate an integrated streetscaping program along Highway No. 2.

b. Where possible, shoreline and riverbank areas will continue to be set aside for public use.

c. Additional playgrounds and other children's recreation facilities will be developed and up-graded to increase the accessibility of such facilities to all residents.

d. The Village will encourage extensive participation by service clubs and other interest groups in the development of parks, recreation and open space facilities.

e. Council will not support any future developments which do not include the designation of sufficient lands, of suitable quality, for public open space functions.

f. The Village shall provide expanded and up-graded dock and berthing facilities and swimming/beach/picnic facilities in the area of the existing dock and lakeshore park. The costs of operating and maintaining such facilities shall be charged back to boaters berthing and launching here.

g. Air Ronge does not intend to compete with the Town of La Ronge in the provision of major indoor recreation facilities. Council will continue to pursue the best use of monies for major parks and recreation facilities through the policy pertaining to the Uniplex in Section 4.1: Administration (Policy 'e').

h. Parks and recreation development that would also serve to attract tourism dollars into Air Ronge will be directed toward the vicinity of Bigstone Lake south of the Montreal River, provided that satisfactory servicing agreements are negotiated with any developer(s) of such facilities.

4.7 HEALTH

4.7.1 Concerns

a. Fifteen percent of residences in Air Ronge are still without sewer and water services.

b. There is a possibility that a major Level II, III and IV care facility for senior citizens and others may be built in the Air Ronge Region. Development of such a facility in the Village could bring significant direct employment and spin off economic benefits in Air Ronge.

4.7.2 Objectives

a. To have all homes in Air Ronge that are fronting on Village sewer and water systems connected to them and to have all others serviced with water delivery and pump out.

b. To promote Air Ronge as the preferred site for a new Senior Citizen and Health Care Facility in the region.

4.7.3 Policies

a. Council will require that, as a condition of development, all new residential, commercial and industrial development equipped with indoor plumbing, must (if located on a lot serviced with sewer and water) be connected to municipal services. All new residential, commercial and industrial development, located on lots not serviced with sewer and water, must be serviced with pump-out style sewage holding tanks. On-site sewage disposal (including tile fields, mounds, jets, pit privies, etc.) will not be permitted.

b. Council will encourage the connection to municipal sewer and water systems, of all existing developments on lots that are serviced and are not so connected.

c. Council will make available (at nominal cost) a parcel of land sufficiently large to accommodate the needs of a regional Special Care Facility. Further, Council shall maintain contact with the Department of Health, Saskatchewan Housing Corporation and other provincial bodies, to ensure that the advantages of developing such a facility in Air Ronge are clearly understood at the provincial level.

4.8 EDUCATION

4.8.1 Concerns

a. Despite major growth in the Air Ronge school age group since 1978, population decreases in La Ronge since 1982 have reduced pressure on educational facilities in La Ronge. However, budgets may have been adversely affected, with potentially negative impacts on the quality of education for Air Ronge residents.

4.8.2 Objectives

a. To ensure that an adequate educational program is available for Air Ronge residents.

4.8.3 Policies

a. Council shall continue to monitor the educational needs of the Village community and the delivery of educational services to ensure that needs are appropriately met.

4.9 CIRCULATION

4.9.1 Concerns

a. Highway 2 creates a major traffic flow through the heart of the Air Ronge community.

b. With increased development in Air Ronge, east-west vehicle and pedestrian circulation across Highway 2 will lead to increased traffic hazards.

c. A pedestrian-oriented circulation system is not in place for safe pedestrian movement.

d. Transportation of hazardous materials in trucks travelling north and south along Highway 2 poses potential hazards in terms of possible spills in the Montreal River or along the roadside.

4.9.2 Objectives

a. To segregate, to the greatest extent feasible, vehicle and pedestrian traffic flows.

b. To provide well marked and safe intersections, especially along Highway 2.

c. To ensure that adequate off-street parking is provided throughout the community.

d. To minimize the potential for spill hazards along Highway 2 and to develop the capability to respond quickly and safely to spill situations, should they occur.

4.9.3 Policies

a. Council will work, in co-operation with the Department of Highways to provide safe, well-signed, well-lighted crossing and intersection points for both vehicles and pedestrians on Highway 2.

b. Additional direct access points to Highway No. 2 will not be supported by Council.

c. A pedestrian sidewalk system will be developed along Highway No. 2, in association with the integrated streetscaping program described in Section 4.6.3 of this policy statement (Policy 'a').

d. The provision of adequate off-street parking and loading facilities will be required for all residential, commercial and industrial development types.

e. Council will request the Provincial Emergency Measures Organization to nominate an Air Ronge resident (designated by Council) to attend a Federal training program in dealing with spills of toxic or hazardous materials.

f. The Village will request that representatives of the Spill Response Team, Land Protection Branch, Saskatchewan Environment provide general orientation and guidance regarding response to hazardous or toxic spills to Council and Village staff.

4.10 ENVIRONMENT

4.10.1 Concerns

a. Air Ronge is situated in an area of varied relief and subsurface material which can present development problems.

b. Past development has sometimes encroached upon environmentally sensitive areas.

c. Significant flood hazards exist through portions of the Village.

4.10.2 Objectives

a. To minimize future environmental degradation caused by improper development techniques or disregard for site conditions.

b. To relate future development to the suitability of the land to support the proposed development.

c. To ensure that future development does not increase the potential for flood damage in the community.

4.10.3 Policies

a. Council will not support subdivision proposals or other residential, commercial, industrial development proposals or other development proposals which include construction of buildings or permanent structures in areas lying below the 1:500 flood line (as defined under the Canada-Saskatchewan Flood Damage Reduction Program) unless:

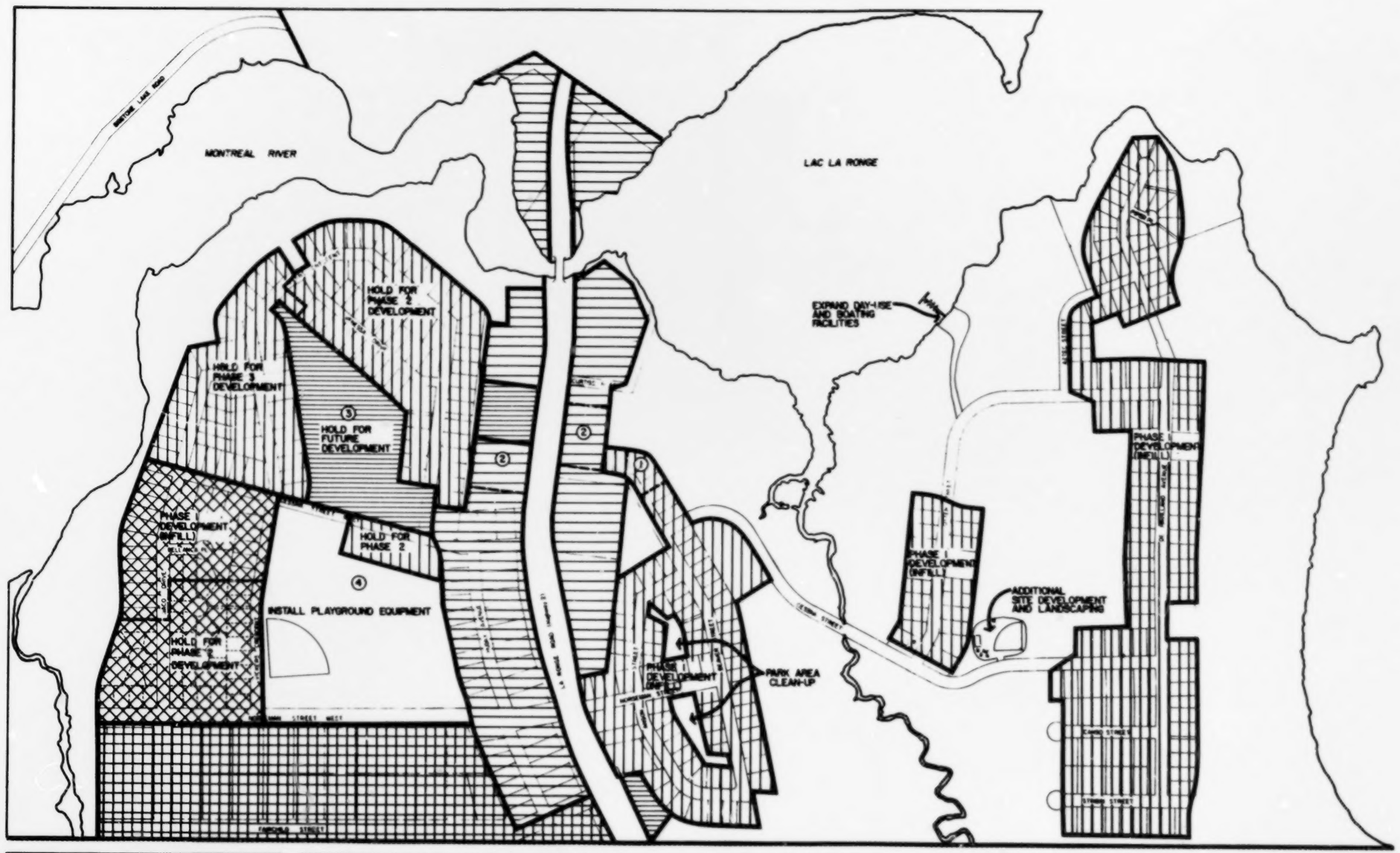
   i. Elevations in a proposed development area are raised above the 1:500 flood line (provided that surface drainage of adjacent areas is not obstructed, and utility lines are not damaged); or

   ii. If elevations are not raised above the 1:500 flood line, permanent buildings and other structures are constructed to prevent damage in the event of flooding.

b. If a proposed development is to be located on a lot or lots which may be subject to flooding, earth movement or other instability, or is otherwise unsuitable or hazardous for the proposed use, or the proposed development may injuriously affect the safety or suitability of adjacent and other nearby lots for existing or permitted uses, Council may require that, as a condition to the issuance of a Development Permit, a geotechnical report be completed and approved by a Registered Engineer in the Province of Saskatchewan, indicating the potential of the area to support the proposed development and remedial measures, if any, required to ensure that the natural resource base is not irreparably altered. Such remedial measures, if any, shall also be considered conditions to the issuance of the Development Permit.

5. DEVELOPMENT CONCEPT

In addition to the development objectives and policies set out in Section 4, Map 1 illustrates, in conceptual form, the overall development intent of this Basic Planning Statement. This Development Concept is an illustration of some of the policies contained in Section 4, and shall be considered when making decisions regarding development approvals or when implementing development strategies in the Northern Village of Air Ronge.



AIR RONGE COMMUNITY PLANNING STUDY

LAND USE TYPES

- RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- PARKS AND RECREATION

NOTES:

① RETAIN 'RM' ZONING UNTIL OPPORTUNITY EXISTS TO RE-ZONE TO 'R' WITHOUT INTERFERING WITH CHOSEN DEVELOPMENT

② RETAIN 'R' ZONING UNTIL OPPORTUNITY EXISTS TO RE-ZONE TO 'C' WITHOUT INTERFERING WITH CHOSEN DEVELOPMENT

③ POSSIBLE FUTURE LAND INCLUDE SCHOOL OR SPECIAL CARE HOME

④ DEPENDENT UPON ULTIMATE USE OF GRAVEL DEPOSITS AS NOTE 3, A PORTION OF THIS PARCEL SHALL BE USED FOR SCHOOL OR SPECIAL CARE HOME; REMAINDER OF PARCEL TO BE RETAINED AS PARK

DEVELOPMENT CONCEPT

prepared for:

THE NORTHERN VILLAGE OF AIR RONGE

scale in metres

0 50 100 200 300

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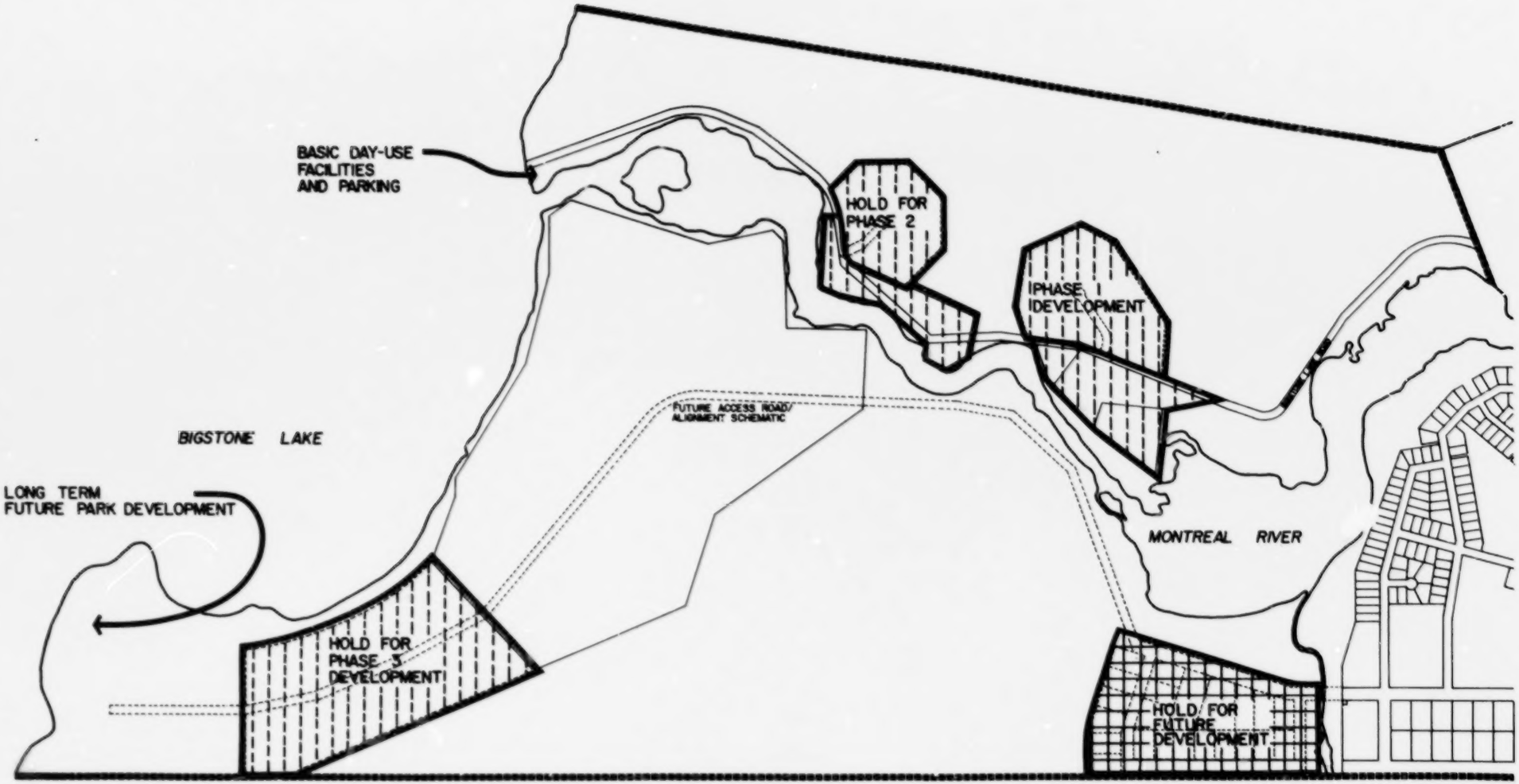
1 EAST



AIR RONGE COMMUNITY PLANNING STUDY

LAND USE TYPES

- RURAL RESIDENTIAL
- INDUSTRIAL
- PARKS AND RECREATION

POSITION OF ALL FEATURES AND BOUNDARIES APPROXIMATE

DEVELOPMENT CONCEPT

scale in metres

0 100 200 500

prepared for:

THE NORTHERN VILLAGE OF AIR RONGE

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1 WEST

6. IMPLEMENTATION

The key to the effectiveness of the Air Ronge Basic Planning Statement lies in its implementation. There are a number of mechanisms available for implementing planning statement policies. This section identifies these implementation mechanisms and discusses the circumstances under which they can be applied. This discussion is intended to assist the Village in undertaking its development program as well as to aid the public in understanding the processes which are required to manage growth.

6.1 ZONING BYLAW

Section 66 of The Planning and Development Act (1984) states that "the purposes of a zoning bylaw are to control the use of land for providing for the amenity of the area within the council's jurisdiction and for the health, safety and general welfare of the inhabitants of the municipality."

Section 72 of The Act states that a zoning bylaw may establish land use districts within the municipality. Section 73 states that each district may have a list of permitted, discretionary and prohibited uses, and that the zoning bylaw may include provisions which:

- -prescribe developments or uses that are subject to special regulations, performance standards, or development standards
- -prescribe the minimum and maximum lot sizes, yard sizes, building heights and sizes
- -require off-street parking and loading facilities
- -regulate or prohibit development in unsuitable or environmentally sensitive areas
- -regulate or prohibit outdoor storage of goods, materials and equipment
- -require and regulate landscaping
- -regulate or prohibit signs, advertisements and exterior site lighting
- -prescribe permissable population densities in districts or parts of districts
- -regulate or prohibit site re-grading, drainage, removal of vegetation

-regulate sound levels which may emanate from a parcel of land.

-regulate or prohibit the location of trailers, mobile homes, trailer parks and mobile home subdivisions, and regulate the internal layout and standard of services for trailer parks and mobile home subdivisions.

The zoning bylaw for the Village of Air Ronge will be a separate bylaw from the Air Ronge Basic Planning Statement Bylaw, but will be based on, and consistent with, the policies contained within the Basic Planning Statement.

6.1.1 Discretionary Uses

One of the areas where Council has discretion in the implementation of the zoning bylaw is through discretionary uses, which are uses permitted by resolution of Council at locations and under conditions prescribed by Council. However, no discretionary use shall be approved which is contrary to the Basic Planning Statement. Further, the conditions prescribed by Council under which a discretionary use is approved must be based on, and be consistent with, general development standards in the zoning bylaw and they must be, in the opinion of Council, necessary to secure the objectives of the zoning bylaw. Some jurisdictions require that some or all discretionary use applications be advertised publicly and/or that affected landowners be notified to allow them a voice in the decision making process. This is to ensure that all potentially affected landowners or residents have the right to speak on the issue.

6.1.2 Zoning Amendments

The provision for amendments to be made to zoning bylaws are contained in Part IX (Section 207-212) of The Planning and Development Act. The Act requires that public notice be given by advertisement placed in a newspaper circulated in the area affected. The notice shall state the reasons for the amendment and it is suggested that applicants for a rezoning make a very clear statement as to the purpose of the amendment.

The purpose of this public notice, again, is to allow input by potentially affected or interested parties who are entitled to make submissions to Council. It is essential that all zoning amendments be thoroughly scrutinized by Council to ensure that they are in conformity with the policies of the Basic Planning Statement and the objectives of the zoning bylaw. Zoning amendments do not come into effect until signed by the Minister.

6.1.3 Development Permit System

Under Section 72 of The Planning and Development Act, a zoning bylaw may provide for a system of development permits and may prescribe the conditions under which such a permit may be required and issued. The administration of this system may be undertaken directly by Council, or it may be delegated to a development officer appointed by Council. Development permits must be issued in conformity with the Basic Planning Statement and the requirements of the zoning bylaw. Appeals against refusals to issue development permits or conditions of issuance are handled by a Development Appeals Board (see Sections 91-104 of The Planning and Development Act).

6.1.4 Holding Provision

As stated in Section 84 of The Act, Council may, in a zoning bylaw, designate 'Holding Zones'. Through the use of the holding symbol 'H', in conjunction with the appropriate intended zoning symbol, this provision indicates the use(s) to which lands or buildings in such a district may be put when the holding symbol is removed by amendment to the zoning bylaw.

When Council proposes to amend the zoning bylaw for the purposes of removing the holding symbol, Sections 207-212 of the Act do not apply. Thus there is no need for public notification and public hearings before such an amendment may be passed. Council may, however, require that an applicant for such an amendment post the affected land with a notice in any form that Council may specify.

6.2 CAPITAL WORKS PROGRAM

Capital Works Programs are not a required feature of Basic Planning Statements under the new Planning and Development Act. However, the annual exercise of establishing a capital budget and up-dating the five-year capital program is valuable when determining year-to-year priorities for implementation of recommendations and proposals contained in the Basic Planning Statement.

6.3 SUBDIVISION APPROVAL

The approving authority for subdivision applications is the Minister (under The Planning and Development Act) unless that authority is specifically delegated (Section 135). However, Council has a significant role to play in the processing of subdivision applications in four significant ways:

1. By ensuring that all criteria established regarding location, development standards and design of the subdivision as set out in the Basic Planning Statement's policies have been met.
2. By ensuring that the application is in conformity with the zoning bylaw.
3. By requiring a servicing agreement and establishing the terms of the servicing agreement.
4. By indicating Council's wishes with regard to the dedication of lands (refer to Part VIII of The Act; Sections 185-206).

The requirements for submitting a plan of subdivision are established in Sections 139-146 of The Act and in the Subdivision Regulations. Although Council is not the approving authority for subdivision applications, the Subdivision Regulations state that Council will indicate to the approving authority its position regarding subdivision applications (Regulation No. 14).

6.3.1 Servicing Agreements

Section 143 of The Act provides the basis by which municipalities may require servicing agreements regarding the provision of on-site and off-site public works, services and amenities. The servicing agreement is the

primary tool for implementing policies requiring a developer to 'front-end' development costs, and is thus a useful and necessary technique for implementing the Basic Planning Statement.

6.4 DEDICATED LANDS

Section 192 of The Act provides that the approving authority may require the owner of land that is the subject of a proposed subdivision to provide part of that land as 'environmental reserve', if such land consists of flood-prone or unstable areas or lakeshore or riverbank areas. This environmental reserve does not have to be included as part of the required area to be dedicated as public reserve or municipal reserve. Council may thus indicate to the approving authority, when stating its position regarding subdivision applications, its desire to have lakeshore or riverbank areas set aside as environmental reserve and/or public reserve as conditions of subdivision approval. This tool is a useful technique for implementing the policy regarding the setting aside of shoreline and riverbank areas for public use.

7. ZONING BYLAW OBJECTIVES

A separate bylaw, based on and consistent with the policies contained in this Basic Planning Statement Bylaw, will be passed by Village Council (pursuant to The Planning and Development Act, Section 45) and will be called the Air Ronge Zoning Bylaw. The purposes of the Zoning Bylaw will be to control the use of land to provide for the amenity of the Village of Air Ronge and for the health, safety and general welfare of the inhabitants of the Village.

More specifically, the objectives of the Air Ronge Zoning Bylaw will be:

1. To establish control over development in the Village by Council.
2. To implement the land use recommendations and policies contained within the Air Ronge Basic Planning Statement.
3. To designate and reserve sufficient land to meet the expansion needs of various land uses.
4. To ensure that incompatible land uses are separated and conflicts avoided.
5. To direct development onto sites that are best suited for the purposes intended.
6. To prevent development from occurring on land that is incapable of supporting the development due to physical constraints or flooding hazards.
7. To maintain quality development through the application of regulations and development standards related to such factors as site area, setbacks, parking, etc.

8. AMENDMENT

As stated in Section 49 of The Planning and Development Act (1984), Council may, by resolution, authorize the preparation of an amendment to this Basic Planning Statement, and such amendment shall be adopted, by bylaw, within six months from the date of the resolution. Procedures for amendment are covered in Part IX (Sections 207-212) of The Act.